

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.
 Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Burchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 AND BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected, on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 Agents,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING,
 LATEST METHODS OF DENTISTRY,
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 GNEISENAU WEDNESDAY, 10th October.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEVDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSEN WEDNESDAY, 27th February.
 * From the Eastern French Mail Buoy.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 8th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Liscen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return	91.0.0.	63.0.0.	33.0.0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0.	44.0.0.	24.0.0.
Return	97.0.0.	66.0.0.	36.0.0.
* TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR	64.0.0.	44.0.0.	26.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
Via BREMEN OR SOUTHAMPTON	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. SAILING DATES.
 SANDAKAN TUESDAY, 16th October.
 WILLEHAD TUESDAY, 13th November.

ON TUESDAY, the 10th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Liscen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$21.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$54.00	\$34.00	\$28.00
TO SYDNEY	\$33.00	\$23.00	\$16.00
Return	\$59.10	\$39.10	\$31.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
Return	\$62.40	\$42.40	\$34.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$170.00	\$120.00	\$80.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$170.00	\$120.00	\$80.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0.
TO EUROPE VIA AUSTRALIA AND AMERICA	95.0.0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ROON WEDNESDAY, 24th October.
 YOKOHAMA & KOBE WILLEHAD WEDNESDAY, 24th October.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$65.0.0.
TO BREMEN	63.0.0.
TO PARIS VIA CHERBOURG	65.0.0.
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 9th October 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Soots, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HANE BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c. &c. &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆豐李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., J. F. Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c. supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. L.

LI KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Ed.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when

all nature, not only speaks, but reveals its secrets

to the human mind. Science has made great

indeed made giant strides during the past century

and among the by no means least important

discoveries in medicine comes that of Therapion,

particulars of which will be found in another

column. This preparation is unquestionably one

of the most genuine and reliable patent medicines

ever introduced, and has been used, been used

in the Continental Hospitals by H. K. K. K. K. K.

Chassagnac, and indeed by all those who are

referred to as authorities in such matters, including

the celebrated Lallemand, and Roux, by whom it

was some time since uniformly adopted, and that

it is worthy the attention of those who require such

a remedy we think there is no doubt. From the

time of Aristotle downwards, a potent agent in the

removal of these diseases has been the object of search of some

kind of genuine mind, and for centuries the most

powerful of such remedies has been the discovery of

the nature of a remedy so potent as to replace the

falling energies of the confirmed and in the

one case, and in the other to effectually and

safely to expel from the system without the

aid, or even the knowledge, of a second party, the

poisons of acquired or inherited disease in either

protein forms as to leave no trace behind.

Such is the Therapion, the French Therapion, the

my century rank with it, and take precedence

of many of the discoveries of our day, about which

it is not necessary to say more than that it is destined to

to obliterate all those questionable remedies that

were formerly the sole reliance of medical men.

Therapion may be obtained in England, direct

from the proprietor, and of the principal chemists

and merchants throughout the Colonies, India, China, Japan, &c., even excluding such remote

districts as Central Africa, the Fiji Islands, St.

Hansoo, &c.—Diamond Fields, Australia, New Zealand,

Sold by A. S. WATSON & Co., Ltd.,
 Hongkong, China and Manila.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
 General Managers.

Hongkong, 2nd October, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

is guaranteed free from Salicylic Acid,

and any other Chemicals.

Twice \$1.50 per case of 12 bottles (quarts)

or 6 doz. pints.</

Intimation.

Powell's

ALEXANDRA BUILDINGS.

JUST ARRIVED
from Europe.

FASHIONABLE COSTUMES

Smart, Well-cut and
Dainty.

Reasonable Prices.

A Choice Selection
of the
NEWEST AUTUMN
JACKETS
from
\$14.50
Each.

Some Up-to-date Light
and Medium-weight
TWEED
DRESS
SKIRTS
Well-made, Smart.

Also
DRESS FABRICS,
GLOVES, LACES,
TRIMMINGS,
BLUES
and a dozen of the
Very-Latest

FEATHER STOLEES.

Inspection Invited.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 9th October, 1906.

Intimation.
K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

Auctions.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE VERY VALUABLE RECLAMATION PROPERTY, known as the REMAINING PORTION OF THE EXTENSION TO THE REMAINING PORTION OF MARINE LOT 88 containing an area of 1,872 square feet upon which stand the houses known as 21 BONHAM STRAND WEST and 18 WING LOK STREET will be offered for sale by PUBLIC AUCTION,

ON MONDAY,

the 15th day of October, 1906,

at 3 o'clock in the afternoon.

Mr. GEO. P. LAMMERT, at his Sales Rooms, No. 3, Duddell Street, will be offering for sale by PUBLIC AUCTION, the 15th day of October, 1906, at 3 o'clock in the afternoon.

The Purchaser on completion of his purchase will be entitled to surrender the premises purchased by him to the Crown and to call for a Crown Lease of the same for 999 years as from the 27th day of September, 1854, at the Annual Rent of \$54. The Purchaser will be required to take up such Crown Lease as soon as practicable after completion.

For further particulars and conditions of sale, apply to— Messrs. JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central, The Vendor's Solicitors, or to The Auctioneer, Mr. GEO. P. LAMMERT, 3, Duddell Street, Hongkong, 4th October, 1906. [1980]

PUBLIC AUCTION. BY ORDER OF THE MORTGAGEE, of VALUABLE LEASEHOLD PROPERTY, situate at Lan Kwai Fong, in the Colony of Hongkong,

ON TUESDAY,

the 16th day of October, 1906, at 3 P.M.,

at 3 o'clock in the afternoon.

Mr. GEO. P. LAMMERT, Auctioneer, at his Sales Rooms, Duddell Street, Victoria, will be offering for sale by PUBLIC AUCTION, the 16th day of October, 1906, at 3 P.M., the premises situate at Lan Kwai Fong, in the Colony of Hongkong, known as No. 6, Lan Kwai Fong, and are held from the Crown for the residue of a term of 999 years. Annual Crown Rent \$5.76.

For further particulars and conditions of sale, apply to— Messrs. EWENS, HARSTON & HARDING, Vendor's Solicitors, Hongkong, 3rd October, 1906. [1976]

For Sale.

FOR SALE.

WELSH'S IN-DOOR & OUT-DOOR GAS ARC LAMPS, DO. BOXED LAMPS, DO. HARP LAMPS, DO. MAN-TLES, CHIMNEYS, GLASS, SHEDS, &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers. NAPHTHA the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

105, Des Voeux Road Central.

Hongkong, 1st October, 1906. [19]

Consignees.
NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th October, 1906. [14]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"SIMLA,"
FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, ex S.S. Britannia. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 4th October, 1906. [14]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"MERIONETHSHIRE,"

Captain C. H. Borch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th October, 1906. [1981]

A BROKEN-DOWN SYSTEM.
The condition of the system is such that it is no longer fit for use, and it is proposed to replace it by a new system of the same capacity, but of a more modern and efficient design.

VITAL STRENGTH & ENERGY
To show off these wonderful feelings, and experience prove that as night succeeds the day this may be more certainly secured by a course of the celebrated life-reviving tonic.

THERAPION No. 3
This is a new and powerful medicine, and is sold by the principal Chemists throughout the world. Price 2/6 and 4/6. Purchasers should see that the word "THERAPION" is on the label, and that the word "THERAPION" is on the label, and that the word "THERAPION" is on the label.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRESH.
and a new existence imparted in place of what had so lately seemed worn-out, "dead up" and "dead down." This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste, and is suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing restorative essence, which is destined to cast into oblivion everything that had preceded it for this world.

THERAPION
is sold by the principal Chemists throughout the world. Price 2/6 and 4/6. Purchasers should see that the word "THERAPION" is on the label, and that the word "THERAPION" is on the label, and that the word "THERAPION" is on the label.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila. [19]

THE INTERPORT CRICKET DINNER.

The following report is taken from the N. C. D. News, of 5th inst.:—Last evening the Hongkong Interport Cricket team were entertained, to dinner at the Shanghai Club by members of the Cricket Club.

The dining room was beautifully decorated for the occasion, the colours of the home team being used on every possible occasion. At one end behind the Vice-Chairman was a lovers' knot in green and red with the letters "S. & H. K." in the loops. On the mantelpiece and against the mirror were placed a set of wickets, two bats and two cricket balls. These were covered with Xeranthemum blooms. At each of the mirrors a similar set of cricketers' requisites were to be found. On either side of, and behind, the vice-chairman the photographs of H. M. King Edward and H. M. the Queen were draped with national flags. From the cornice hung loops and lines of evergreen and flowers, picked out with electric lights; round the pillars were festoons of ivy, fern and dahlias, while from the two central pillars and the doorways leading out to the verandah were curtains of ivy on which were suspended miniature cricket bats of kosmos blooms. Behind the chairman were the flags of the two C. U. S. The fans and lights were in circles of evergreen, red and white flowers and the tables were adorned in the Shanghai colours, with asters, kosmos and asparagus fern in the vases. The decoration was completed with groups of plants, flowering and evergreen, in every available space.

On the front of the menu were the flags of the two teams and also an excellent photograph of the players, the President of the C. C. and the Umpires. The President, Mr. A. P. Wood, presided at the dinner and on his right were Messrs. R. Hancock, L. Walker, the Rev. A. J. Walker, A. McLeod, &c., and on his left, Sir Haviland de Saumarez, Mr. H. Keswick, Commander Raikes and Mr. E. C. Pearce, Mr. P. F. Lavers was in the vice-chair. The company which sat down to dinner numbered nearly ninety. During the serving of the dinner the Municipal band played lively selections of music.

A sumptuous repast having been partaken of, the President submitted the toast of "the King" and in doing so spoke of His Majesty as being a keen sportsman. The toast was received with enthusiasm and musical honours.

The Chairman said that before proposing the toast of the evening he felt that he must express Shanghai's deepest sympathy with Hongkong in the terrible loss of life and property which had been caused by the recent typhoon. Not only had Hongkong suffered this severe loss but also the deaths of Bishop Hoare and Mr. Mitchell, who was for many years president of the Hongkong Club. In the deaths of these two gentlemen Hongkong had lost two true lovers of the noble game of cricket who had everything that would redound to the welfare and happiness of Hongkong at heart. The Chairman proceeded to propose the toast of "Hongkong Team." He said he felt sure that they would all drink heartily to the health of the men who had come up and given them such a sportsmanlike game. This time Shanghai had been able to defeat Hongkong, but on the two previous occasions Shanghai's flags had been taken by Hongkong and he was sure that to-day Hongkong would not grudge Shanghai the pleasure of taking theirs back again. The President proceeded to refer to the history of the Interport cricket and said it was in 1899 that the first Interport match was played and on that occasion it rained for weeks. Altogether ten matches had been played five of which had been won by Hongkong, four by Shanghai and one had been drawn after one of the hardest fights that had been seen by the Shanghai Cricket Club. He would leave it to the respective captains to speak about the actual play during the match. On the first day the cricket was splendid and was productive of more excitement than had ever been created on the Shanghai Cricket Ground. Things went badly for Shanghai at the start but owing to that fine stand at the finish things became more hopeful, but they never expected to dispose of Hongkong for such a small score. This was mainly due to the splendid bowling of Mr. Lanning whom they all thanked for what he had done, and also Captain Walker and the rest of the team for the able way in which they supported him. They had all greatly enjoyed that visit of the Hongkong team and thanked them for coming so far to play this match. The speaker had never seen more keen cricketers in the field than the Hongkong team and the mainly way in which Captain Hancock went out that day when things were very much against him gave Shanghai an example of what they should do when things were going against them. Nothing gave him more pleasure than to know that Hongkong had enjoyed their visit and all they wished that could add to their pleasure was the assurance that Hongkong would come up again soon and give them an equally good game.

Mr. R. Hancock replied on behalf of the Hongkong eleven, thanking the chairman for his kind remarks and for the very flattering way in which he had proposed the toast of himself and team and every one present for the enthusiastic manner in which they received the toast. It was his pleasure to reply in a similar toast three years ago when they were in the enviable position of having defeated their opponents, whereas this time they were defeated and they had to leave behind them their flag. (Applause) Still although they were defeated they were not downcast by any means—their blood was boiling between them and they had got a stiff back yet and on returning to Hongkong they would turn everybody out who could play cricket and make them do their best, and when Shanghai visited them next year or the following year he hoped they would be able to give them a better game—he said a better game because it was disappointing from their point of view that they had not done as well as they expected to do. Still they had a most enjoyable game and a very sporting one. It was always a great pleasure for the team to come to Shanghai and although they had had certain difficulties to contend with in the way of players getting their leave, they had a lot of sporting tips in Hongkong and their thanks were due to the team being able to get away. The speaker next referred to the hospitality of Shanghai and afterwards made a few remarks on the game, congratulating Messrs. Martin and Weipert on their splendid stand in Shanghai's first innings and also Mr. V. H. Lanning for his record Interport bowling of 13 wickets for 44 runs. He concluded by presenting Mr. Lanning with a cap from the Hongkong Club in commemoration of his having performed the hat-trick. (Applause) Mr. Hancock then proposed the toast of "The Shanghai Team" coupling with it the name of the Captain, Mr. L. Walker.

[Continued on page 4.]

Intimations.

A SILLY SAYING.
"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells, or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WATSON'S PREPARATION the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

SELF-CURE NO FICTITIOUS MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill of falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION, a complete revolution has been effected in the department of medical science, and thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for diseases of the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of atrophy and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, itching, pains and swellings of the joints, and all those complaints which mercury and arsenicals are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, and irregularity of business or pleasure, loss of appetite, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignores, because so imminent to cure or even relief.

THERAPION is sold by all Chemists throughout the world. Obtainable in England and France. In ordering, state which of the three numbers is required, and observe that the word "THERAPION" appears on British Government Stamp in white letters on a red ground affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila. [19]

To Let.
TO LET.
EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to— HO TUNG, Comptroller Department, Jardine, Matheson & Co. Hongkong, 26th September, 1906. [1919]

TO LET.
OFFICES in KING'S BUILDING and YORK BUILDING, GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 5th September, 1906. [1921]

TO LET.
A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st July, 1906. [1920]

TO LET.
HOUSES in MORRISON HILL GAP ROAD, a Room with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to— PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central. Hongkong, 4th July, 1906. [1927]

Entertainments.

TYPHOON RELIEF FUND.
THE SPECIAL ENTERTAINMENT, the proceeds of which are to be devoted to the above Fund, will be held in the CITY HALL, TO-MORROW, (WEDNESDAY), October 10th.

The Programme is as follows:— PART I.

Waltz..... "Gold and Silver"..... Band of the West Kent Regt.
Prologue..... "The Shipwreck"..... Miss Rowe
Curtain Exercise..... "Men of H.M.S. 'Hera'"
Song..... "Drake's Drum"..... Mr. G. Balloch
Song..... "She wandered down the Mountain side"..... Mrs. Newborn
Musical Sketch..... Mr. R. Suberland
Song..... "Come Sweet Morning"..... Mr. F. H. Thomas
Song..... "Prologue—Pagliacci"..... Rev. Longridge

PART II.
Selection from La Mascotte..... Band of the W.K. Regt.
Balleton v. Bayonet..... Men of West Kent Regt.
Song and Dance..... "Just a little bit of string"..... Mrs. E. W. Maitland

4-Song..... Selected..... Mr. C. C. C. R. A.
5-Homage..... "Five Minutes at Margate"..... Miss Rowe
6-Means Plummer, Biron, Daniel, Pollux, Castor, Hickman, Harlow, Grinble and Sutherland.
7-Sword Dance..... J. A. Frazer, R.A.M.C.
Piper..... R. G. Munro.

Tickets:..... Price \$4, \$3, \$1.
Booking Office is now open at the ROBINSON PIANO COMPANY.

R. SUTHERLAND, Hon. Secretary, Entertainment Committee. Hongkong, 9th October, 1906. [1922]

A CONCERT.
VOCAL and INSTRUMENTAL, in aid of the Construction of a SOLDIER'S RECREATION PAVILION, will be held on the Volunteer Parade Ground, ON FRIDAY,

12th October, 1906, at 9.15 P.M., Under the Distinguished Patronage and presence of H.E. the Governor, Sir MATTHEW NATHAN, K.C.M.G.

Commodore H. P. WILLIAMS, and the Officer Commanding the Troop, Colonel C. H. DARRING.

By kind permission of Lt.-Col. H. G. PITTON, D.S.O., and the Officers, the Band of the Battalion, Royal West Kent Regiment, will play during the evening.

Tickets: \$2.00, \$1.00 and 50 Cents, can be obtained at the Head Quarter Offices, Fletcher Street, the Soldier's Club and Messrs. Brewer & Co.

A late Train will run after the performance. Hongkong, 6th October, 1906. [1923]

Intimation.
THE WINE GROWERS SUPPLY CO.

BARRETTO & Co., General Agents, Hongkong.

COGNACS.

J. ROZET & Co., BORDEAUX.

Special Brands.

Cognac, * * * \$15.00 Per Dozen Case

" S. O. P. " 18.75 " "

" Very Old Fine Champagne 22.50 " "

Cognac, Grande Fine Champagne Blue Ribbon Guaranteed 12 Years Old 31.50 " "

Cognac, Grande Fine Champagne Green Ribbon Guaranteed 20 Years Old 46.70 " "

Cognac, Grande Fine Champagne Red Ribbon Guaranteed 30 Years Old 56.00 " "

BARRETTO & Co., Agents, Nos. 21 & 24, Bank Buildings, Queen's Road Central. Hongkong, 3rd October, 1906. [1924]

Intimation.



"STILL LEADING."

**WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.**

\$15 per case.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, The House, Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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WEEKLY—\$15 per annum.

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BIRTH.

On October 3, at Shanghai, the wife of J. A. URQUHART, of a daughter.

DEATHS.

On October 3, at Shanghai, as the result of an accident, B. N. A. CHOLLS, of London.
On October 3, at Shanghai, AGNES LUNN, wife of David Crawford Dick, C.E., I.M.C., aged 34 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 9, 1906.

DUST FROM PUBLIC ROADS.

When the Appropriation Bill was before the Legislative Council at its last sitting the question of the public roads of the Colony came in for a large share of attention on the part of the unofficial members when the vote for the expenditure on the Public Works Department came under discussion. The condition of the roads was somewhat severely criticized. A matter that has formed the subject of frequent complaint in the local Press in connection with the roads, however, was not dealt with in the recent discussion. It is that of dust from our public roads. The authorities might well give attention to the interesting series of experiments conducted at Richmond last month with a view of demonstrating the effectiveness of the Hahnite process as a factor in the elimination of dust from roads. Hahnite, which takes its name from that of the inventor, Mr. R. M. Hahn, is an insoluble liquid, which, when sprayed on to the road, oxidizes, and thereby forms an impervious coating of great durability and binding properties. On the authority of the *Pall Mall Gazette* which gives the particu-

culars, this coating, as was demonstrated, gives the road an absolutely dustless, smooth, and pleasing surface, the colour of asphalt. Another important advantage is that Hahnite is unaffected by rain, and mud is very considerably diminished, even after the first dressing, owing to the fact that the treated surface is absorbent towards dust in fine weather and prevents the formation of mud in wet weather. The basis of the preparation consists of an admixture of oil and water without saponification of the oil. The oil is laid on the road by the aid of the water, the result being that the water evaporates, leaving the Hahnite to penetrate the roadway without detrimental effects. The mixture is sprayed on the road by means of an ordinary water-cart, and it is claimed that in addition to saving the heavy cost of continually watering the surface of the road by at least 33 per cent. According to the home paper from which we quote, the experiments, which were closely watched by a number of experts, were eminently successful, especially on a stretch of road previously prepared by an application of Hahnite, and motors and other dust-raising vehicles passed over it without in any way shaking confidence in its value as an important contribution towards the solution of the dust problem.

LOCAL AND GENERAL.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieut. W. C. Cooper, R.E., from 9th October to 17th November.

AMONGST the passages booked for home by the P. and O. Mail s.s. *Amrita*, sailing hence on the 24th inst., are those of Mrs. and the Misses Barnes-Lawrence.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending September 22, amounted to 19,362.46 tons and the sales during the period to 16,435.59 tons.

THE Viceroy has prohibited the importation of all but two of the Hongkong native papers to Swatow. They have been discussing him, and his unpopular dealings, with a freedom which he has failed to appreciate.

TWO old women were this morning at the Police Court ordered to pay a fine of \$10 each, by Mr. H. J. Gompertz, for being in unlawful possession of thirty pieces of cloth, at Yau-nati, yesterday, for which they could give the police no satisfactory explanation. Sergeant Appleton prosecuted.

THE wreck of the s.s. *Hongkong*, one of the victims of the disaster of "typhoon day"—18th September—has been located in the Naval Anchorage at Kowloon. Divers sent down report that she has turned completely over, but her hull is quite undamaged, and so there is hope of successfully raising her.

QUOTED by the *Pioneer*, Allahabad, the following circular from the Church Mission Society's Medical Mission at Zerd (Persia) might perhaps have been put a little differently:—"The hospitals are now, thanks to God's blessing on our work, so crowded as to be very insanitary." It has that disagreeable ambiguity which is so typically Oriental.

THE fine new building now being erected in Penang for the Hongkong and Shanghai Banking Corporation is to have an electric light and fan installation in addition to the electric lift. The whole of the bank premises will be fitted with Crompton ceiling fans and the current will be laid on to every room for the convenience of the tenants in the other offices.

THE Swatow correspondent of the *N. C. D. News* says:—"As a result of the competition between the N.D.L. boats and the Japanese line for the Siam trade, coolies can now book for Siam for ninety cents, the ticket covering three good meals a day, and the services of a barber. Not a few are going to see what the place is like, and returning by the next steamer."

A COOLIE named Ng Ng was arraigned before Mr. H. H. J. Gompertz this morning, at the Police Court, on a charge of travelling in a tramcar from Quarry Bay Shipyard yesterday afternoon to Causeway Bay without paying his fare. The tramcar inspector said that when asked for his five cents defendant refused to pay. The accused stated that he had paid his fare but did not receive a ticket in return. He was fined \$2.

A STREET coolie walked up to a money changer's shop in Queen's Road Central last night and when the *foki* was attending to some customers he snatched a roll containing forty cents, and bolted. A chase followed and before he was arrested by a *lukong* the coolie threw away the money. He denied everything at the Police Court this morning, but the evidence of the two *foki*s in the moneychanger's establishment was so conclusive that Mr. H. H. J. Gompertz passed sentence of one week's gaol and six hours' stocks.

ON the morning of the 28th ult., says the *Singapore Free Press* of 1st inst., approaching Singapore, H.M.S. *Terrible* lost her starboard propeller. It was understood that the port propeller had been the cause of some little anxiety, and it was a bit of a surprise to find that the starboard propeller had given out first. The result is that the Admiralty have been advised and pending orders the cruiser will remain here. It is uncertain whether she will go on to Malta or go back to Hongkong, those places affording the necessary docking facilities.

THE new regulations governing the salaries and allowances to the Japanese police have been published in the *Official Gazette*. Under the new regime policemen will receive from ¥12 to ¥20 per month, sergeants rising to ¥25. Members of the police are not eligible for this increase until after six months' service, and the salary must be made in instalments not exceeding ¥3.

TYPHOON Relief Fund Entertainment.—Holders of stall and dress circle seats are reminded that owing to the regulations passed by the Legislative Council the entrances to the City Hall Theatre have been altered, and that the entrance to the stalls and dress circle is now made, by a door on the right hand side of the usual entrance, the latter being used entirely for the pit.

THE solicitor engaged in two cases set for hearing in the Summary Court this morning before his Honour the Puisne Judge, Mr. A. G. Wise, applied for an adjournment, for diverse reasons, in each case. His Honour said he had no objection whatever to granting the adjournments asked for as most likely he would not hear anything further about the cases.—In our popular Puisne Judge going to leave us!

THE *Japan Chronicle* of 27th ult. states:—"On Saturday last the Japanese Consul at Hongkong telegraphed to the Foreign Office to the effect that the recent typhoon had very seriously affected the local rice-market. The scarcity of coolies has resulted in a decrease of rice transactions. The stock which changed hands during last week only amounted to 4,126 bags. Siam rice was quoted at \$4.40 to \$4.55."

A COAL coolie named Lam Wing was arrested yesterday afternoon by Tramcar Inspector Glendinning and given in custody for travelling on the foot-board of tramcar No. 28 and refusing to pay his fare. When Lam was first seen by the conductor he was told to enter the car and take a seat. He would not, neither would he pay his fare when asked, but threatened to do something rash to the conductor if he insisted in ordering him to do things he did not like. He was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, and was fined \$5.

TWO punkah coolies employed in the barracks were charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with stealing \$5.50 from Pte. E. Brown, of the West Kent Regiment. The defendants were alleged to have been at work in the verandah of the house and during the absence of Pte. Brown they went through his pockets, removing the money from his pocket-book. Inspector Ritchie, who prosecuted for the police, asked for a postponement of the case until to-morrow. The complainant was unable to appear in Court to-day owing to business affairs. His Worship adjourned the case until to-morrow morning.

A CHINESE monk, who says he hails from Tientsin, is at present in the Colony trying to raise a subscription for building a "summer residence" at the northern port. He handed to a representative of this paper to-day a huge volume, inside of which were many signatures, probably donations, and on the first page of the volume is an introduction, explaining what the money is wanted for. It reads thus:—"This monk is sent by the Chief of the Wu-ku-shan Monastery. It has been agreed to build a summer house of Western style for foreign ladies and gentlemen to rest during this summer vacation. He is therefore sent out to collect subscriptions for the purpose."

A MEETING of the Justices of the Peace was held at the Magistrate's this afternoon, Mr. H. H. J. Gompertz, presiding, to consider an application from one Tam King Kau for an adjutant licence to sell by retail intoxicating liquors on the premises, Nos. 187 and 188, Connaught Road West, 1st and 2nd floors, under the sign of "The Shanghai Hotel." The other Justices present were:—Mr. F. A. Hazledine, Capt. Lyons, deputy superintendent of police, and Mr. C. A. D. Melbourne. Mr. F. C. Barlow, of Messrs. Goldring and Barlow, appeared for the applicant. The application was put before the meeting, and as there was no police objection the application was granted unanimously.

THE "FIRM" QUESTION.

IN COURT AGAIN.

At the Supreme Court this morning, before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Court of Summary Jurisdiction, the Chung Lee firm sued the Kwo'g Tai On firm, and Lau Sang, master of that firm, for the recovery of \$280, being the amount due from the defendant to the plaintiff firm for goods sold and delivered by the latter to the former, on various dates.

Mr. Otto Kong Sing appeared for the plaintiffs, the defendant being represented by Mr. F. Paget Hett, of Messrs. Bruton and Hett.

Chan Wa stated that he was the plaintiff in this suit, and produced his books to prove his claim. Mr. F. Paget Hett then cross-examined witness and elicited from him the fact that he was the sole master and partner of the plaintiff firm.

Mr. F. Paget Hett: Then, my Lord, I don't think I need go any further, and I would ask your Lordship to dismiss the case.

His Honour: On what ground, Mr. Hett?

Mr. F. Paget Hett: On the ground, my Lord, that the plaintiff being the sole proprietor of the firm cannot sue in the firm's name; he must sue in his own name, as sole proprietor of that firm.

His Honour: (to Mr. Otto Kong Sing): Well, what have you to say now?

Mr. Otto Kong Sing: I submit, my Lord, that my client is perfectly right in suing under his firm's name, according to law.

His Honour: Under what section of what Ordinance? There is no such provision, enabling a sole partner to sue, in his firm's name, and of course your client has proved his case, and I am not going to entirely allow him. The only thing I can do for you at present is to allow him to withdraw this action, on payment of costs, and give you leave to bring another action.

The order was made accordingly, and the Court adjourned.

THE S.S. "TEAN" IN A TYPHOON.

FISH TOSSED OUT OF WATER.

Large fish tossed out of the water by the jerky, irregular motion of fierce, cross seas and land birds flying about by the hundred in evident distress, some of them so exhausted that they alighted on the ship and were caught—such is the picture presented by Captain Somerville of the *Tean* in narrating the strange experiences of that vessel during a terrible typhoon which he encountered on his way down here on his last trip, says the *Manila Times* of 3rd inst.

The *Tean* fortunately escaped the full fury of the typhoon during a large part of the time it was raging, through being in the charmed circle of the centre where, as is generally known, almost a dead calm usually prevails. It was in this charmed circle that the strange spectacle aforementioned was witnessed. Captain Somerville says that during all his days at sea he never saw anything like it.

The Captain also says the same of the storm. In some 20 or 30 years of going down to the sea in ships it was the worst he ever experienced. In his official report to the Weather Bureau he places the velocity of the wind at certainly not less than 130 miles an hour.

Interviewed aboard the *Tean* last evening just prior to her sailing for Hongkong the Captain told the story of the storm as follows:—

"At 4 p.m. of Thursday, September 27, I was uncertain as to the direction, as the wind gave no indication. I therefore decided to leave to and await development. The wind remained steady at N. N. E. but kept increasing in violence all the time. I finally came to the conclusion that I was right in the line of the advancing quadrant of the storm."

"At 12 o'clock midnight of Thursday, owing to our proximity to the Pratas shoals, I ran 12 miles to the southward to give good clearance and then laid to. My clearance was estimated at 80 miles from the shoals. The storm rapidly increased in violence, the sea being perfectly awful to look upon. All the time the barometer kept falling rapidly. Fierce squalls and heavy rain made it impossible to see more than a few feet away. Cwing to the light drift of the vessel and her extreme buoyancy we shipped scarcely any water and even the cattle on the deck kept in good shape."

"At four o'clock Friday afternoon we were obviously nearing the centre of the storm as the wind suddenly fell light and the sea went down. There were also many other indications of our being at the centre as the sky cleared overhead and the sun shone out; very heavy misty clouds were visible towards the horizon; the sea was curiously lumpy and we observed many fish, some of them about three feet in length, being as it were tossed out of water by the little pyramids of sea caused by choppy, cross motion. Several hundred small land birds were also seen flying about apparently in distress. They had evidently been focussed, as it were, by the centrifugal motion of the wind. Some of them were very much exhausted and alighted on various parts of the ship; a few of them being too tired to evade the efforts to catch them."

"At 6 p.m. the wind gave evidence of shifting to the south and so I decided to run out from the centre of the storm and issued orders to drive to the eastward as far as possible. It was obvious that the storm was passing a short distance to the south. The wind started again about 7 p.m., E. S. E. At midnight it was blowing from the S. E. with tremendous fury, the sea being more terrible than any I ever saw and worse than I had believed possible."

"Finally we managed to pass around the receding quadrant of the storm although during the passage we all thought it even worse than when facing the advancing quadrant. The ship behaved splendidly, however, and almost marvellously we escaped without damage. I should also like to say that contrary to some of my experiences the passengers behaved grandly. They were kind enough to praise the sea-going qualities of the ship and they had a good word for me but were entitled to as much if not more credit for the heroic and calm manner in which they took the experience."

"On the 29th the gale was practically over and we were able to lay our course and continue the voyage to Manila."

SENSATIONAL ROBBERY IN SHANGHAI.

NATIVE JEWELLER CHLORFORMED.

From the *Shanghai Times* of 5th inst., we gather details of the sensational jeweller robbery by European desperadoes in Shanghai reported in our telegram columns last week.—About 3 p.m. yesterday a most sensational crime was committed in a native jeweller's establishment in Yunan Road near the Race Course. At the hour mentioned two British subjects named E. C. Elderby and G. Rosser entered the shop and after inspecting a large quantity of gold and jewelled ornaments, one of them suddenly emptied a phial of chloroform on to a handkerchief and threw it over the face of the only occupant of the shop, who for the time being was overpowered by the anesthetic. While he was in this condition the foreigners helped themselves to the jewels which they had been examining and carried off about \$200,000 worth into a carriage which they and waiting outside the door of the shop. In this they drove to a steam-launch which was waiting at the French mail jetty. Here they had some delay in getting up steam, and as the jeweller had in the meantime recovered consciousness, he had the Police on the track of the fugitives before they were able to get away. Inspector McDowell, Detective Sergeant Bookless and Sergeant Johnston succeeded in arresting the fugitives on the French mail jetty just as the launch was about to push off. Rosser tried to jump into the river but was prevented in time by Inspector McDowell. The jeweller was all recovered on the persons of the prisoners, who were promptly lodged in the Hongkong Station. They will be formally charged at the Police Court this morning.

THE YUE-TAN RAILWAY.

[From a Correspondent.]

Canton, 9th October.

Some of the directors of the Yue-tan Railway Co., Ltd., at Canton, thinking that the superintendence of the work of construction of the line is too responsible and important to be entrusted solely to Mr. Kong, the chief engineer of the line, are intending to engage the services of the former constructor, an American, Smith by name, to be the assistant, or deputy, engineer-in-charge, and with this object in view, have already wired to America, offering him the position, and asking him to come out as soon as possible. Whether he will accept the offer is, of course, not yet known, and remains to be seen.

SUIT FOR CRUSHED STONE.

The Secretary of the Mercantile Administration of the Kwang-tung section of the Yue-tan Railway Co., Ltd., has received, through a firm of lawyers in Hongkong, a writ of summons, under which a claim is set up for \$50,000, being the amount due, as alleged, to the plaintiff (whose name has not transpired) for crushed stone supplied, and delivered to the late proprietors of the Canton-Hankow railway, i.e. the American Development Co. the sum being, as it is alleged, still unpaid, due and owing. According to Chinese commercial law the seller of a concern must pay all outstanding debts of such business, but if he fails then his successor becomes responsible for all previous outstanding liabilities. The present case will be an international law suit, and of general interest, no doubt, as the United States and China are involved in it. It will, however, cause considerable delay in the construction of the line, even if China wins the suit. But if China loses, it means that the shareholders of this but recently established company must start out with a loss of \$50,000, before they have had a chance to make one cent.

THE KWANGSI RAILWAY.

Mr. U Shik Mo, a wealthy Chinaman of a wangsai, has been appointed chairman of the Board of Directors of the Kwangsi Railway Co., Ltd., with Mr. Chai Chung Fan as deputy chairman. The construction of the line will begin at an early date.

The following items are from "the Canton Daily News":—

Trouble has broken out in the directorate of the Yue-tan Company between the Chief and Second Directors which promises to become very interesting.

The trouble is over the resignation and appointment of Chief Directors.

At a meeting of the Company on the 6th inst. it was decided to publish a review of the work done so far for the benefit of the many shareholders. After the compilation of the review it will be referred to Viceroy Shum, then registered at the Chamber of Commerce and published.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 6th to 8th October, 1906. The following cards were handed in:—

CAPTAIN'S CUP.

Mr. C. P. Chatter 90-13-77
Staff Paymaster H. G. Wilson, R.N. 94-11-83
Major S. H. Pedley, R.W.K. 85 scr.-85
MAV CUP.

* Surg. L. A. Bais, R.N. 102-20-82
Mr. L. Evans 103-20-83

POOL.

Mr. C. P. Chatter 90-13-77
Lt. Col. H. G. Fitton, R.W.K. 91-14-77
Mr. T. S. Forrest 77-4-81
Lt. C. B. Dows 87-4-83
Staff Paymaster H. G. Wilson, R.N. 94-11-83
Mr. C. Clark 83-4-84
Surg. L. A. Bais, R.N. 102-20-82
Mr. T. C. Gray 95-9-86

* Winner of Captain's Cup.

* Winner of May Cup.

* Tie for Pool.

The next competition will be held at Happy Valley from the 13th to 15th October for the Robertson Farewell Cup.

LUSITANO FOOTBALL CLUB.

The Lusitano F.C. open the season in the League with the following teams:—(A team): A. J. V. Ribeiro capt., R. C. da Silva, J. C. V. Ribeiro, J. A. Yvanovich Fortin, da Silva, C. M. C. V. Ribeiro, H. Hyndman, K. Campos, L. G. Cordeiro, F. X. N. Varco, F. A. Baradas. (B team): A. V. Barro (capt.), J. C. Barreto, F. R. Roza, A. G. Brito, D. Soares, L. E. Remedios, J. A. Baradas, A. C. Botelho, Jr. Fernando, Barreto, Alfredo Remedios, E. L. Barro, (C team): J. M. Brito (capt.), A. C. da Silva, J. J. Remedios, J. Bernardo, J. C. Rodrigues, L. G. Rodrigues, R. A. dos Remedios, A. G. Rocha, J. M. Rora Pereira, P. B. Xavier, N. H. Alves, (D team): J. M. Victor (capt.), J. M. Lopes, E. M. Ozorio, A. Hyndman, J. A. S. Alves, D. A. Remedios, F. X. Brito, E. A. Manro, T. Pereira, D. Alonco, Antipio Baptista. (E team): P. da Rosa (capt.), L. A. Ozorio, E. Hyndman, A. A. Gutierrez, F. L. da Rosa, A. C. Botelho, P. M. M. dos Remedios, Julio Remedios, Augusto Baptista, J. F. zavedo, Thomas Remedios. Substitutes:—A. Sequeira, C. M. Soares, J. M. M. dos Remedios, G. Osmond, E. Silva, E. Osmond, S. Lopes, H. Silva. The officials of the Lusitano Football Club are:—Chairman, J. A. B. Alves; secretary, P. M. M. dos Remedios; treasurer, C. M. C. V. Ribeiro; captain, A. J. V. Ribeiro; vice-captain, P. da Rosa; committee, J. C. Barreto, A. V. Barro, J. O. Remedios, J. M. Victor, A. F. Roza.

THE process recovery known as "the cyanide" has within the last fourteen years saved over £500,000 worth of gold, which would otherwise have been lost.

ARTS AND CRAFTS EXHIBITION.

We are requested to state that the dates fixed for the exhibition are 1st, 2nd and 3rd November. H.E. the Governor will open the exhibition.

Entrance to the public will be fifty cents for admission, or \$1 for the three days the exhibition is open.

Mr. Ho Kom Tong has offered ten gold and one hundred silver medals for prizes to exhibitors, whilst Mr. Choy Leep Chee has kindly guaranteed the cost of printing a catalogue with illustrations, which will be sold for fifty cents.

ECHO OF THE BOYCOTT.

"DEATH RATHER THAN FARDON."

[From a Correspondent.]

Canton, 6th October.

It will be remembered that at the time of the boycott of American goods, at Canton, the three ringleaders, or promoters thereof, named Ma, Pun, and Hany, were imprisoned by order of the Magistrate of Canton. These men are still languishing in gaol, and as there appeared to be no immediate prospect of their release, some of their friends expressed an intention of memorializing Congress at Washington, with the object of obtaining the release of the men now in gaol. Hearing of this intention on the part of their friends, however, the three "imprisoned martyrs" immediately sent word to them, stating that they preferred death rather than have their release begged for of a foreign government, as such a procedure, they said, would be an insult to the whole Chinese nation. And so there the matter rests at present.

THE "DEVANHA" IN A TYPHOON.

TWENTY-FOUR HOURS HOVE-TO.

The homeward P. & O. mail steamer *Devanha*, which should have got in on Thursday morning, says the *Singapore Free Press* of Sept. 27, did not arrive at Singapore till 6 o'clock yesterday morning when she went to the usual berth at the P. & O. wharf.

Rumours were current in town yesterday morning that the *Devanha* had come in with her foremast gone and had otherwise been seriously damaged by a typhoon she had encountered after leaving Hongkong, and to gain the actual story of the happenings a representative of the *Singapore Free Press* went down to the big mail boat shortly after her arrival. At the first glance it was seen that the story of the disaster was an exaggeration, for both masts were in position though the ship had obviously been made snug up aloft. Going on board our representative asked for Captain Hide and was courteously told that the Chief Officer would be pleased to give him the particulars of the *Devanha's* encounter with the storm which had been a pretty severe one, and had necessitated her being hove-to for a solid twenty-four hours.

The Chief officer said that the *Devanha* left Hongkong at 1.30 p.m. on Saturday and as the steamed out of Hongkong harbour the Observatory signalled that a second typhoon had been reported from Manila driving in the West-North-West. In view of the fierceness of the first typhoon everyone on the ship, and the passengers in particular, were rather uneasy, but the ship was made snug aloft and all unnecessary hamper and running rigging was stowed away. The weather, however, was most serene till 9 o'clock on Sunday morning, when the *Devanha* had put Hongkong 250 miles behind her, and at this hour the glass began to fall rapidly and a gale accompanied by a high sea sprang up. As the *Devanha* was steaming right into the teeth of the storm the seas began to break over her, the wind roaring by and whistling through the rigging whilst the steamer was rolling and pitching like a cork. The storm increased rapidly in fury and Captain Hide decided to leave his vessel to till the worst of it had passed.

With difficulty the *Devanha's* head was swung to the Eastward and she was laid to, and, as already stated, was forced to remain so for a whole day and night. No sooner was the ship brought to than she made better weather of it and rode the seas with practically little or no water coming aboard. In the small hours of Monday morning the officers noticed that the storm was abating and at 8.30 the Captain gave the order for the *Devanha* to be put on her course again, though as soon as this was done she began to ship seas again. The weather, however, continued to modify as the typhoon zone was left behind and the rest of the voyage down to Singapore was accomplished in the most perfect weather.

From observations of the storm made on board the *Devanha* it appeared that the typhoon, which is believed to have been the second one reported from Hongkong, was driving towards the Gulf of Tonkin which is the course of most of the China Sea storms. The force of the wind was terrific and got up as far as eight and as a hurricane, that most terrible of storms, is put at ten the layman can realise that the *Devanha* has not encountered "just a little blow." Her officers are, however, in her praises at a sea boat in her first experience of typhoon weather, and thanks to the forethought of Captain Hide in getting his vessel in trim to meet the storm, in sailors' parlance "not so much as a rope yarn carried away." The crew of the vessel behaved smartly and though the passengers were naturally alarmed at the fury of the storm, especially in view of the happenings at Hongkong, they remained calm and collected in their cabins.

SHIPPING AND MAILS.

MAILS DUE.

American (*America*) 14th inst.
French (*Austral*) 15th inst.
Canadian (*Tartar*) 16th inst.
American (*Siberia*) 20th inst.
Canadian (*Empress of India*) 21st inst.
German (*Willard*) 22nd inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 6 p.m. on 6th inst.
The C. P. R. Co.'s s.s. *Tartar* arrived at Nagasaki at 8.30 p.m. on 8th inst., and left again at 2 a.m. Tuesday, for Shanghai, where she is due to arrive at 3 p.m. on 10th inst.

TELEGRAMS.

[Russia.]

Russia.

LONDON, 7th October.

A Court-martial has been opened in St. Petersburg on Admiral Nebogatoff, the commander of the third Baltic fleet, the captains and a part of the crew of the vessels on a charge of surrendering to the Japanese without fighting.

The P. & O. "Isis."

The *Isis* has arrived at Port Said and the mails have been transferred to the *Perla*, which sailed last evening.

A Danish Financial Tour.

A party of Danish financiers, representing The East Asiatic Co., are about to sail for Siam, China, and Japan.

Prince George of Greece will possibly accompany the party.

The Newfoundland Fisheries.

Great Britain and the United States have agreed on a *modus vivendi* regarding the Newfoundland fisheries.

Later.

The Newfoundlanders are indignant at the direct conclusion of an Imperial *modus vivendi* with America, granting Americans the privileges of the herring fisheries.

The Press declares that the Government and the people have been ridden over rough shod, and urges the Government to resist such a bureaucratic action and to stringently carry out the restrictive colonial laws.

Motor Car Race.

Mr. Vanderbilt's motor trophy, course 207 miles, has been won by M. Wagner of France, who averaged a mile a minute.

Two hundred thousand spectators witnessed the race and 17 competitors started.

A chapter of accidents occurred from cars running off the course. One spectator was killed and four injured. One of the competitors was pitched out of the car and made unconscious.

[N. C. D. News.]

The Opening of Manchuria.

JAPANESE IN RUSSIAN SPHERE.

Tokio, 3rd October.

It is reported from Vladivostok that several hundred Japanese who were proceeding to Harbin and other places in North Manchuria were stopped by the Russians at the frontier station, in spite of the revocation of the Suppik Memorial, and that they have returned to Vladivostok.

The report is not yet confirmed.

Trouble in Mexico.

Tokio, 3rd October.

Some Mexican revolutionists have crossed the frontier into Texas. The State troops have been called out.

North Manchuria.

NO ENTRANCE FOR JAPANESE.

Tokio, 4th October.

It is reported on good authority that twenty-seven Japanese have been stopped by the Russians at (Jirodoff and returned to Vladivostok. Japan has submitted the matter to St. Petersburg and demanded that strict instructions be given in respect of the decision to abrogate the Suppik Convention.

MATRIMONIAL TROUBLES.

CORFUENCY AS A GROUND FOR DIVORCE.

Chicago, 14th Aug.

Obesity as a cause for divorce has taken its place in the Court records. The Supreme Court yesterday granted a limited divorce to Mrs. Sarah Link of 204 Forsyth Street after her husband, Louis, a tailor, who married her when she was syphilitic, and lost his love for her because she became fat, had declined to contest the suit.

Everything was settled amicably between husband and wife, and in Court the tailor said with a trace of the old-time affection, that if his wife ever reduced her weight to 130 pounds, he would have the divorce annulled, and they would go keeping house again. Mrs. Link now weighs 225 pounds.

"My husband has been neglecting me a long time," said she. "He doesn't take me to balls and parties as he used to, and I am tired of his inattention and evident lack of affection for me."

Link said: "Eighteen years ago, when I was married, my wife was small and handsome. Every year she has grown stouter, heavier. I have spent hundreds of dollars on anti-fat and medicines to reduce her weight, but it's no use. She continues to grow. Maybe, sometime when she becomes small again, as she used to be, we shall be remarried."

When informed of her husband's intention to marry her again if she reduced in weight, Mrs. Link said, without a trace of emotion in her voice: "I don't know what we shall do. Nobody can tell what may happen in a few years."

This is the second time that the Link craft of domestic bliss has struck the shoals of obesity. Eight years ago Link, it is said, obtained a rabbinical divorce, and, with child-like confidence, ignored the law of the land by taking another wife. Mrs. Link No. 1 waited three months and then had this second marriage annulled.

The original wife again lived with Link, and years of content followed, but when she no longer dared step upon the frail penny weighing-machines and had to seek the grain scales, Link told her he couldn't live with her any longer.

INTERPORT CRICKET.

THE GREAT MATCH.

SHANGHAI, HONGKONG.

We make the following extracts of the very full report appearing in the *Shanghai Times* of the 4th inst. of the interport cricket match at the Northern port. In spite of the bad weather which was experienced yesterday, the day fixed for the first day's play, this morning came with a good sun and a high drying wind, so that the ground early in the morning was judged quite fit for play to commence at 11 a.m.

The Committee who have been looking after the accommodation on the ground are to be congratulated on the success which attended their efforts. On the left as one entered the ground by the Swimming Bath gate, a large stand had been erected for the public; near by was the Band Stand while the whole playing field was surrounded by seats for the general public a reserved enclosure being retained for school-boys in one corner.

Farther on is the Pareses C.C. enclosure, while at the far bridge, near the S.R.C. pavilion is a large tent for S.R.C. members.

On the Race Club side is a tea tent open to all guests and another tent for ladies with their friends. The scores are accommodated in one Tower of the Pavilion and the Press have had a special platform erected in the other tower with a desk for writing on—an innovation for which the newspaper men are very thankful to the S.C.C. The Pavilion is reserved for S.C.C. members only.

Cards of the game are printed on the ground—a thing which has, we believe, never been done in this part of the world before—and altogether one feels that nothing which could add to the comfort of the spectators has been omitted.

The wicket at 11.0 yesterday morning was soft and drying, so an *onck*, who won the toss for the H. K. C. Eleven put Shanghai in. It seemed on the whole that the wicket grew more difficult during the day, certainly towards 3 o'clock the ball was turning a great deal.

On the whole, considering the kind of ground each side is used to, we think the rain has increased the chances of Shanghai.

F. Wallace and Ollerdesen were the batsmen to open the Shanghai innings against the bowling of Bird and Hancock. Runs came rather freely at first. Ollerdesen chiefly scoring by drives. With only 19 up, however, Ollerdesen was caught and bowled by Hancock, the ball striking up a bit too much. Moule was in next and drove Bird nicely twice, but in letting out at the same bowler again he was neatly stumped by Smith—2 wickets for 24.

Wallace was playing very carefully but when he had only scored 5 he was out l.b.w. to Bird—3 for 25. Walker and Lanning were now together. Walker took a single off Bird whom Lanning drove for two next call, but three runs later Lanning was c. and b. by Hancock. Dew came in next and at once started to score; he drove Hancock for 2 and 3 and at the other end placed Bird through the slips for a single. Walker who had scored 4, let out at Bird and was caught from the miss-hit in the slips by Hancock—5 for 42. Weippert was next in but soon lost Dew who was l.b.w. to Hancock, after seeming quite at home while making 12—6 for 47. At this very critical stage of the game Martin joined Weippert and these two started to score freely. Weippert ran rather a short single and the next over drove Bird beautifully to the on boundary for 4. Martin, next over, treated Hancock in a similar manner and the hopes of the spectators began to revive.

The Basmen settled down to their work calmly and played quite the correct game, waiting for the loose ones and taking no risks with good balls. Martin played like quite and old hand and showed fine grip for the Hongkong bowlers had success in the favour and were doing all they knew to tempt both batsmen.

Weippert got nicely going by a four to leg off Bird, who gave way next over to Stanger-Leathes, but the new bowler proved very expensive. Both batsmen scoring freely of him. Weippert made several very fine pull-strokes in Leathes's first two overs, two being boundaries.

The Tiffin interval was now drawing very near and the score stood at 8 for 60, when Martin drove Leathes for 2 and 3 in one over and caused that bowler—who had 28 runs hit off him in 4 overs—to give way to Dixon.

The change was ineffective as at a quarter to one the hundred was hoisted. For the last quarter of an hour before tiffin both batsmen played well and freely and despite another howling change—Morrell being tried—remained together until the bell rang at one o'clock with the score at 118 for 8 wickets.

Weippert was not out, Martin not out. These two players had gone in when the game was going about as badly as was possible and carried the score from 52 to 118 and they fully deserved the enthusiastic reception they received on their return to the pavilion.

During the interval the teams were photographed by Mr. Sato.

On resuming, Weippert opened with two singles and two to leg and in the next over on-drove Bird for 2.

Martin took a two and a single and then opened out to Hancock and skied him between mid on and square leg, but the fielder could not get to the ball in time. The next ball, however, Martin reached out forward to and was caught and bowled by Hancock when he had scored 32. Martin had batted for an hour and his 32 included two 4's and three 3's and was made without a chance.

When was next in and played out the over. Weippert hit the third ball of Bird's next over beautifully, to deep leg, where unfortunately Phelps was waiting and safely held the ball. The innings closed for 130 of which 78 were put on by Weippert and Martin. Weippert played once again one of those patient but free innings which he seems to keep in stock as it were, for Interport games, and his innings was without a chance, and included four 4's and two 3's. Martin rose to the occasion splendidly again; no chances being given. He played sound cricket and made a most successful debut in Interport cricket.

NIPPON YUSEN KAISHA.

FINANCIAL CAPABILITY OF THE COMPANY.

In view of the competition which is now going on between the Nippon Yusen Kaisha and some foreign shipping companies the figures regarding the financial standing of the N.Y.K. published in the *Oriental Economist*, are of no little interest. The Nippon Yusen Kaisha has been making dividends at the rate of 12 per cent. per annum for several years past, but for the half-year ended March 31st last a departure was made from this rule and a dividend of 15 per cent. was declared. The reason for this is that during the war the cost of repairs and the losses resulting from the destruction of the ships chartered by the Government was to be borne by the company, for which purpose one million yen had to be set apart each half-year. During the six months ended March last, however, less expenditure was required for the purpose mentioned owing to the cessation of hostilities, though the revenue from charterage did not decrease in proportion. Under these circumstances the company was enabled to declare a dividend at the rate of 15 per cent. for the period. The receipts and expenditure of the company for the last few years are as follows:—

RECEIPTS.

	Freight and Passengers.	Charterage.
1903 1st half	Y8,376,111	Y 96,929
" 2nd "	8,630,398	122,398
1904 1st "	6,439,405	1,713,969
" 2nd "	3,847,912	5,178,595
1905 1st "	4,134,353	5,469,244
" 2nd "	5,021,775	5,514,997
1906 1st "	4,855,811	5,007,364
		Other Receipts
		and Total.
1903 1st half	2,485,360	11,537,615
" 2nd "	2,769,854	12,105,380
1904 1st "	2,018,040	10,821,150
" 2nd "	627,881	10,479,972
1905 1st "	527,395	10,727,458
" 2nd "	572,915	11,807,803
1906 1st "	625,857	12,317,761

EXPENDITURE AND PROFIT.

	Cargo and Passengers.	Ship's Expenses.
1903 1st half	Y 1,638,238	Y5,669,141
" 2nd "	1,813,499	5,149,400
1904 1st "	1,535,086	5,245,965
" 2nd "	1,054,601	5,305,643
1905 1st "	1,031,292	4,552,258
" 2nd "	1,156,669	5,168,513
1906 1st "	1,214,935	5,482,610

OTHER EXPENDITURE.

	Y	Y
1903 1st half	9,304,493	Y2,233,128
" 2nd "	9,517,899	2,579,480
1904 1st "	9,351,611	1,673,737
" 2nd "	9,049,247	1,411,804
1905 1st "	9,241,795	1,485,661
" 2nd "	10,282,982	1,524,820
1906 1st "	10,912,481	2,244,479

Note.—In "Other expenditure" are included cost of repairs, insurance, depreciation fund, etc.

As shown above, the charterage for the first half of 1906 exceeded five million yen, showing a decrease of only half a million as against the preceding period. In the expenditure for cargo, passengers, and ships an increase of ¥700,000 is noticeable, compared with the preceding term; but this increase is more than compensated for by the decrease of ¥50,000 in the cost of repairs, insurance, depreciation fund, etc. Moreover, an increased revenue of some ¥8,000 was obtained by the sale of articles rendered useless as the result of the cessation of the war. For these reasons, the company cleared the net profit of ¥2,244,000.

At the end of March last the various reserve funds of the company totalled ¥16,241,300 and the total tonnage of steamers amounted to 253,935, valued at ¥24,113,000, or ¥94.64 per ton. Considering the fact that the cost of construction ordinarily is about ¥250 per ton the valuation of the company's ships which is put at less than ¥95 should be regarded as a very low estimate.

That the receipts of the company will be materially reduced during the half year ending Sept. 30th, 1906, seems almost certain as will be seen from the following table:—

ANALYSIS OF RECEIPTS.

	Mileage	Receipts
	Navigated.	Receipts, P. Mile.
1903		
1st half	1,495,038	Y8,376,111
2nd "	1,526,767	8,630,398
1904		
1st half	1,526,279	6,439,405
2nd "	614,947	3,847,912
1905		
1st half	583,603	4,134,353
2nd "	753,397	5,021,775
1906		
1st half	8,459	4,855,811

As will be noted from the above, the average receipts per mile had been steadily decreasing before the war, no doubt owing to the severe competition in the Far East and elsewhere. During the war the receipts were greatly increased, but since the second half of 1st year the revenue has again begun to fall, the average earning per mile for the last term being ¥5.68. Evidently this is the result of over-tonnage at home and the competition from Japanese and foreign rivals.

During the half year under review the majority of the N.Y.K. steamers were still chartered by the Government for transport service and the trade was confined to the domestic coast and Korea and China ports; yet the revenue per mile showed a great falling-off. It appears most probable that this state of affairs will be more accentuated during the current six months, as the company has now resumed the long-distance foreign lines, and the competition is growing keener.

JUPIN CHRONICLE.

Among the Arabs of Tyria a man changes his name after the birth of his first son. He calls himself by his son's name, with the prefix of "Abu," or "Father."

AMERICA'S TRADE WITH CHINA.

HUOR SHRINKAGE.

Whether the loss is attributable to the Chinese boycott or to the termination of the Russo-Japanese war, the United States is losing trade in the Far East, says a leading New York paper. In the first seven months of the calendar year 1905 our sales to China, Japan and Hongkong were \$78,331,970. During the first seven months of the current year the account was only \$12,484,388.

In a comparison of the records for the first seven months of last year with those of this year it appears that our shipments to the Chinese Empire have fallen from \$37,181,220 to \$20,512,191, and our shipments to Japan from \$36,800,468 to \$18,774,776. Our seven months sales to Korea and to Asiatic Russia, though much smaller in their amount, show large increase. To the former we sold last year \$234,165, and this year \$875,238. To the latter we sold last year \$254,083, and this year \$1,617,741.

Analysing the shrinkage in the trade of China and Japan for this period on the basis of its most important items, the loss appears as follows:—

	CHINA.	1905.	1906.
Wheat flour	209,220	\$ 44,762	
Copper	9,755,556	518,075	
Cotton cloth	19,164,666	13,637,713	
Mineral oil	4,784,030	2,321,592	
	JAPAN.	1905.	1906.
Wheat flour	2,747,898	\$ 1,572,886	
Raw cotton	13,466,450	5,611,974	
Cotton cloth	780,512	25,654	
Electrical machinery	910,212	410,037	
Locomotives	1,180,040	84,000	
Canned beef	1,255,760	8,478	

Taken as a whole, the immediate condition of our sales to China and Japan must be regarded as decidedly unsatisfactory. We have done much better nearer home. While our sales in the East were shrinking \$36,000,000 in seven months, our sales to our neighbours of the Western Hemisphere increased \$41,000,000.

CARRIED OFF BY EAGLES.

Novara, Sept. 6.—The soaring eagle undoubtedly enhances the majesty of mountain scenery, but an incident that has taken place this week at Rassa, in the Varallo district of Italy, brings out vividly another aspect of the question.

Two children, one of them named Guglielmo Umberto, aged three years, and another little girl, rather younger, when playing together in the open, not far from their parents' cottages, when *uglielmina* was missed, and active search in every direction failed to reveal any trace of her.

For two days the search was continued, and then the fear that had haunted the poor child's friends from the beginning became a dead certainty.

The circumstances of the place quite excluded any of the ordinary dangers to which young children are exposed, and no doubt is entertained that the ill-fated girl has been carried off by an eagle.

It adds to the poignancy of the tragic incident that her companion is only just beginning to speak, and, though evidently frightened when found, can, of course, give no explanation of the cause of her terror.—*Full Mail Gazette*

COMMERCIAL.

—TO-DAY'S INTELLIGENCE.

Buyers.—China Fire Insurance Co. 393, H.K. C. & M. Steamboat Co. 516, Shell Transports 29/6, China Sugars 5/55, Raubs 50, Shanghai Docks 5/05, Electric 5/14, Tramways 5/25.

Sellers.—Hongkong Bank \$800 London 293.15, Unions 275, Canons 320, Hongkong Fire 337.1, China and Mahilas 523, Douglas 543, Hongkong Docks 515, Kowloon Wharves 593, Hongkong Lands 508, West Points 550, Hongkong Hotels 515, Cottons 513, China Borneo 510 China Prospects 59.50, Cements 519, Ices 525, Ropes 524, China Light and Power 510, Watsons 513, Powells 593.

Sales.—Hongkong Bank \$800, Hongkong Docks 5153 and 5154.

Nominal.—National Banks 547, Indos 574, Hongkong Wharves 515, 240, Humphreys Estates 511, Dairy Farms 517.

—TO-DAY'S EXCHANGE.

	Selling
London—Bank T.T.	2 1/2
Do—demand	2 1/2
Do—4 months' sight	2 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	53 1/2
Germany—Bank T.T.	2 1/2
India T.T.	16 1/2
Do—demand	16 1/2
Shanghai—Bank T.T.	73 1/2
Singapore T.T.	5 1/2
Japan—Bank T.T.	108 1/2
Yawa—Bank T.T.	134 1/2

	Buying.
6 months' sight L/C.	2 3/16
30 days' sight L/C.	3 1/16
30 days' sight San Francisco & New York	5 1/4
4 months' sight	5 1/4
30 days' sight Sydney and Melbourne	2 3/16
4 months' sight France	2 3/16
6 months' sight	2 3/16
4 months' sight Germany	2 3/16
Bar Silver	3 1/16
Bank of England rate	4 1/2
Sovereign	8 7/8

Ordinary potatoes became extinct; their place would certainly be taken by the yam, or sweet potato. This latter vegetable can be grown in the South of England.

INTERPORT RIFLE MATCH.

The following will comprise the team for Hongkong:—Major W. Chitty, 11th Infantry, Capt. J. D'Oyly, 11th Infantry, Mr. R. G. Munro, Mr. J. C. Cow, Sergt. R. Lapsley, H.K.V.C., Sergt. Major J. Andrew, H.K.V.C., Mr. J. Pidgeon, Capt. Kitson, Royal West Kent, Co. Sergt. Thomas, West Kent, Mr. W. Atkinson, Reserves.—Lieut. J. Hayton, H.K.V.C., Mr. Jenkins, Umphires.—Hon. L. A. M. Johnston, D. Macdonald, Esq., G. H. Wakeman, Esq.

The public are invited to witness the shooting.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 9th at 12.5 p.m.—The barometer has fallen at all stations; moderately over S. China, Formosa and the Loochoos, and slightly elsewhere.

An area of low pressure to be situated over the Pacific to the E. of Luzon. The highest pressure is still shown over China to the North of the Yangtze. Strong N. and N.E. winds will continue in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamoeks, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same No. 3.

To-day's Advertisements.

MRS. and Miss BARNES-LAWRENCE wish to thank their many FRIENDS for the heartfelt sympathy shown with them in their bereavement.
Hongkong, 9th October, 1906. [990]

PUBLIC AUCTION.

THE Undersigned have received instructions from the J. & O. S. N. Co. to sell by PUBLIC AUCTION

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 10th October, 1906, at 1 o'clock P.M., within the Godown No. 120, Praya East, Wanchai, AND ON FRIDAY,

the 12th October, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, A QUANTITY OF

MERCHANDISE

recently salvaged. The Cargo comprises:—WHITE SHIRTS, MILK, WINES, &c., &c.;

4 Cases of TELEGRAPH APPARATUS. TERMS:—Cash before delivery. All lots must be cleared within 24 hours after date of sale.

HUGHES & HOUGH, Auctioneers. Hongkong, 9th October, 1906. [989]

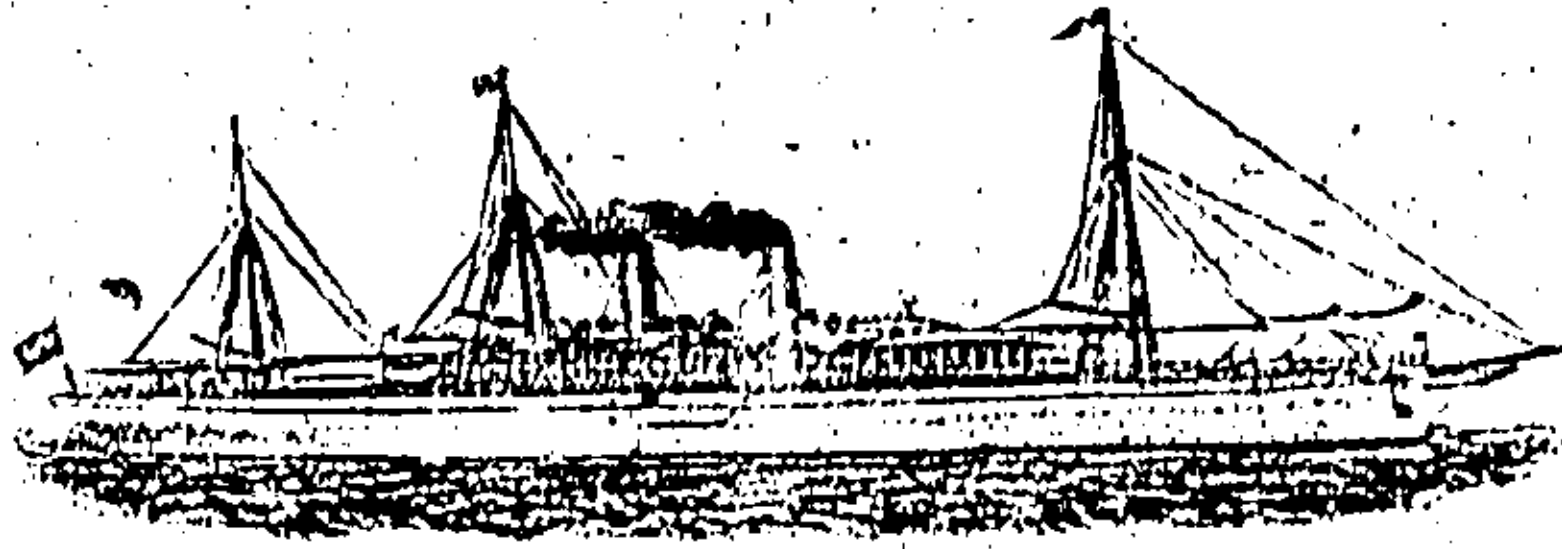
NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"TARTAR".....4,425.....		SATURDAY, October 20.....	November 12
"EMPRESS OF CHINA".....6,000.....		THURSDAY, October 25.....	November 12
"EMPRESS OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPRESS OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. VIA New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"
Passengers only, at Intermediate rates, affording superior accommodation for that class.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	WINGSANG	WEDNESDAY, 10th October, 4 P.M.
SCAPORE, PENANG & CALCUTTA.....	ONSANG	THURSDAY, 11th October, 3 P.M.
MANILA.....	YUENSANG	FRIDAY, 12th October, 4 P.M.
SCAPORE, PENANG & CALCUTTA.....	LANSANG	TUESDAY, 16th October, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

CHEFOO and NEWCHWANG....."KWEIYANG".....12th October.

SHANGHAI....."SHAHSING".....13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th October, at Noon
RUBI.....	2540	R. Almond	"	SATURDAY, 20th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA".....	16th October.
"BRAEMAR".....	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 8th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the
"SCANDIA" and "SILESIA." The steamers are specially built for the tropics
and have luxurious Passenger accommodation first class. Cabins Amidship,
lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses
carried. Laundry on board. Return tickets issued at reduced rates for two years
available, through tickets to be had to London via Havre and to New York via
Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND
TIENTSIN VIA SHANGHAI.
RHENANIA.....Capt. v. Hoff.....1st November.
HOHENSTAUFEN.....Jaeger.....2nd December.
SILESIA.....Bable.....2nd January.
SCANDIA.....v. Doehren.....1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.
HABSBURG.....Capt. Filler.....2nd November.
RHENANIA.....Jaeger.....14th December.
HOHENSTAUFEN.....Bable.....14th January.
SILESIA.....v. Hoff.....8th February.
SCANDIA.....v. Doehren.....22nd March.
HABSBURG.....Filler.....5th April.
RHENANIA.....v. Hoff.....17th May.
HOHENSTAUFEN.....Jaeger.....14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA.....SITHONIA.....14th October.
FOR YOKOHAMA & KOBE.....SEGOWIA.....18th October.
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA.....1st November.
FOR SHANGHAI, KOBE & YOKOHAMA.....ANDALUSIA.....13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at the wharves to Antwerp, Amsterdam, Rotterdam, Copenhagen,
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the
Levante, Black Sea and Baltic Ports, North and South American Ports.
Also via Aden or Port Said by the Arabic Persian Service to Arabian and
Persian Gulf Ports.

FOR HAVRE, BREMEN and HAMBURG.....SUEVIA.....10th Oct.
FOR HAVRE, ANTWERP and HAMBURG.....SENEGAMBIA.....17th Oct.
FOR NAPLES, HAVRE and HAMBURG.....HABSBURG.....2nd Nov.
FOR HAVRE, ANTWERP and HAMBURG.....TEUTONIA.....10th Nov.
FOR HAVRE, BREMEN and HAMBURG.....BRIGADIA.....16th Nov.
FOR HAVRE and HAMBURG.....SITHONIA.....20th Nov.
FOR HAVRE and HAMBURG.....SITHONIA.....30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAVRE.....RHENANIA.....14th Dec.
FOR HAVRE and HAMBURG.....C. FERD. LAEISZ.....22nd Dec.
FOR HAVRE and HAMBURG.....ANDALUSIA.....28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAVRE.....HOHENSTAUFEN.....11th Jan.
FOR HAVRE and HAMBURG.....ALEXIA.....25th Jan.
Hongkong, 9th October, 1906. [65]

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA"
will be despatched for the above Ports, on or
about the 12th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th October, 1906. [946]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 27th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1906. [979]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at Malabar Coast).

THE Steamship

"VEDDO,"
Captain Cowley, will be despatched for the
above Port, on or about the 13th November.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 3rd October, 1906. [975]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship

"KASATO MARU," 6,000 tons.
Captain W. E. C. S. Filler, will be despatched
as above, middle of December.

Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 4th October, 1906. [848]

Shipping—Steamers.

Continuation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

HE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper, with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE INTERPORT CRICKET
DINNER.

[Continued from page 3.]

The Hongkong men accorded the toast
musical honours.

Mr. L. Walker in response thanked the
Hongkong team for the kind way in which they
had drunk the health of the Shanghai 22.

There was no doubt that it was a very awkward
time for Hongkong to come up to Shanghai;

it was the beginning of their season and
they had had to start practice at least a month
before the season opened, and this year they

had had very bad weather. With the typhoon
coming on they had had very little practice.

No one regretted more than Shanghai the loss
which Hongkong had sustained through the
illness of Mr. Pearce, (applause) and they were

sorry although very glad (laughter). So far as
the game went they were lucky and things went
very well. It was very much owing to the

bowling of Mr. Lanning that they achieved
victory, but at the same time he must also
congratulate Mr. Bird on his very fine bowling

for Hongkong, especially as he called himself
a batsman; he took nine wickets in the two
innings. He hoped a return match would be

played in the near future and hoped everyone
would be very keen to go down to Hong-
kong to play. In conclusion Mr. Walker
referred to the way Mr. Hancock accepted

Shanghai's challenge; he said "We will ac-
cept the challenge and get together the team
afterwards" (applause).

Other toasts were:—"The Umpires" and
"Scorers," proposed by Mr. W. H. Barham
and responded to by Mr. C. S. Baird; "Our Guests,"
proposed by Mr. P. F. Lavers and responded
to by Sir Haviland de Sausmarez; "Mr. W. H.
Barham" proposed by Sir Haviland de Saus-
marez, and "The Chairman" proposed by Mr.
R. Hancock.

The Company then repaired to the smoking
room where a concert was held.

DISAPPEARING ENGLAND.

TOWNS AND VILLAGES THAT HAVE BEEN
SWALLOWED UP BY THE SEA.

The defence of our land against the encroach-
ments of the sea is of national importance, and
it should be a national duty after the manner

adopted by our Dutch brethren across the Ger-
man Ocean. If one compares the present
coast line of England with the coast line of

some centuries ago, says the *Pall Mall Gas-
ette*, a remarkable discrepancy will be noticed.
The tidal wave from the Atlantic, which divides
on the Cornish coast, has much to answer for.

One part passes around the north of Scotland
into the German Ocean, and thence in a south-
erly direction, to be met by the other part
sweeping up the English Channel. Backward

pass the debris laden waters, grinding away
at the cliffs of Albion and giving the sea each
year a firmer grip upon the land. In the course

of centuries acres and acres have disappeared;
populous towns have vanished beneath the
waves, and only a name and a memory remain
where once a thriving multitude held sway.

Yorkshire alone has record of no fewer than
twelve drowned towns and villages. There was
Ravensthorpe, for instance, which was constituted
a free borough by Edward I., at a cost of £300,
and became a seaport of almost national im-
portance. There it was that Edward Balliol
embarked with a force of 3,500 strong in order to
win the crown of Scotland. The town, bigger
and more important than Hull, had five churches,
a capacious harbour and a number of build-
ings befitting its rank and importance. Where
are they now?

Travelling southward, one comes to Norfolk
Suffolk and Essex, three counties which in par-
ticular have suffered from the onslaught of the
waves. When Cromer was an inland village,
Shipden was a royal demesne; to-day Shipden
has been drowned and Cromer is a seaside
town, though how long it will remain so depends
on its protective measures against the sea. It
has already spent £36,000 on sea defences,
Or Lowestoft? During the twenty years ending
1904 the sea denuded the beach of more than
200,000 tons of shingle, representing on the
north side of the town alone nearly 300,000
square yards of material. Not less than £57,000
has been spent on protective measures, and on
the south side of the town the low water mark
has been driven back nearly seventy feet. But
that much more remains to be done is evident
from the fact that fourteen feet of cliff at Pake-
field, near Lowestoft, recently disappeared,
leaving the Cliff Hotel in such a perilous
position that it is no longer habitable.

Dunwich, perhaps, is the most notable ex-
ample of this terrible devastation. A village of
a hundred odd inhabitants and the ruins of a
large church on the edge of a crumbling cliff
are all that remain of the ancient capital of
East Anglia, which, according to Stow, had
"a King's court and Bishop's palace, and
Mayor's mansion, and fifty-two churches, and
the same number of windmills, together with a
spacious and well frequented harbour, in which
were as many top ships as churches." No
fewer than 400 houses were swept away in a
single year in the reign of Edward II.; between
1555 and 1600 four churches disappeared; by
1677 the sea had "merely sloped over" the
marketplace; and by 1729 St. Peter's Church
and its graveyard were under water. In Kent
the land has the upper hand, on the whole,
though it is instructive to note that Reculver
Church, in Herne Bay, was a mile from the sea
in the reign of Henry VIII. Only a sea wall
has saved from destruction the spire, which
are maintained by Trinity House to serve as a
landmark to sailors.

The Isle of Wight is in a pitiable condition.
So recently as November last thirty-six feet of
the shore between Freshwater Bay and the
Var River was claimed by the sea, and it is
quite possible that within the next few years
the Needles district will be cut off from the
main part by the sea.

What do these losses mean? They mean that
every year we lose a tract of land the size of
Gibraltar; while on the east coast alone territory
as large as Heligoland disappears. It has
been calculated that in modern times alone
Yorkshire had lost land equal to the area of
Guernsey, and Kent a piece as large as
Bermuda.

FATHER VICTAL.

We take the following from the *Singapore Free Press* of 1st inst.:—Yesterday morning after the 8 o'clock mass the congregation of the Portuguese Church of St. Joseph assembled at the Panchial House for the purpose of presenting a farewell address to the Rev. Father Vical, who has been connected with the Portuguese Mission of Singapore for the last ten years and is about to sever his connection on promotion to be a Canon of the Diocese of Macao. The address was read by Mr. J. Pereira and was couched in highly eulogistic terms of Father Vical's services as Vicar of the Church, as Director of the St. Anthony's Boys' School and since the establishment of the society for the relief of the poor in the congregation, for the great interest he has always taken in it. Father Vical's reply was very felicitous and to the point. He thanked the congregation for their kind address, for their appreciation of his ten years' service in their midst, and he concluded, by assuring them that although he will be absent from them in body he will always remember them in his daily prayers. The chalice which was to have been presented along with the address, but has not yet arrived from America, Father Vical has presented to the new Church of St. Joseph.

The address reads—

TO THE REV. CESAR AUGUSTO DOS SANTOS VICAL.

Vicar of the Church of St. Joseph, S'pore.

Rev. Dear Father:

A sad but grateful duty has brought us, the parishioners of the Church of St. Joseph, here around you to-day. We have heard with much grief that we are about to lose you from our Mission, and that it is ill-health that compels you to leave Singapore. When you left us a year ago, though only for a short period, we felt your absence keenly, and the thought that we are now again to lose you, perhaps for an indefinite period, makes us feel very and indeed, yes, dear Father, the pining separation will be deeply felt by one and all of us.

The congregation of the Church of St. Joseph towards whose spiritual welfare you have shown such unflinching zeal, untiring devotion and warm sympathy, will miss in this severance a truly valued Pastor, Guide and Friend. The Altar boys and the children of our two mission schools, whom you have always befriended, and in whom you have taken such a special interest, will also miss you when you are away, as well as the recipients from that charitable institution of St. Anthony's Bread, for whose welfare you have shown such deep interest and sympathy. One and all of us, dear Father, as well as those Catholics outside our Mission who do also love and esteem you, will miss you very much indeed.

But we must bow to the will of God and bear this separation with Christian resignation. We cannot, however, allow you, dear Father, to leave us without expressing our regard and esteem for you and our heartfelt thanks for all that you have done for both our spiritual and temporal welfare.

It remains for us to say good-bye. But before taking leave of you, allow us to ask you to accept this chalice as a small token of our sincere appreciation of your ministrations and as a souvenir from us.

The address, which was beautifully printed in Old English, concludes with prayers for a safe and pleasant journey, and good health.

Shipping.

Arrivals.

Princess Alice, Ger. s.s. 5,720, Ch. Polach, 8th Oct., Bremen 30th Aug., and Singapore 4th Oct., Mails and Gen.—M. & Co.
Guelenua, Ger. s.s. 5,003, G. Bille, 8th Oct., Yokohama 29th Sept., and Shanghai 6th Oct., Mails and Gen.—M. & Co.
Mazagon, Br. s.s. 2,279, S. H. Selby-Hall, 8th Oct., Bombay 18th Sept., Gen.—P. & O. N. Co.
Jason, Br. s.s. 4,800, T. C. Steeves, 8th Oct., Singapore 2nd Oct., Gen.—B. & S.
Bombay Maru, Jap. s.s. 1,208, S. Ishikawa, 8th Oct., Shanghai 5th Oct., Gen.—N. Y. K.
Nanshan, Br. s.s. 1,209, A. Jones, 8th Oct., Saigon 2nd Oct., Rice.—B. & S.
Zingora, Br. s.s. 2,211, T. C. N. Thompson, 8th Oct., Mororan 26th Sept., Coal.—B. & S.
Zafiro, Br. s.s. 1,520, R. Rodger, 9th Oct., Manila 6th Oct., Gen.—S. T. & Co.
Amigo, Ger. s.s. 721, N. Balzer, 9th Oct., Manila 5th Oct., Gen.—J. & Co.
Sexta, Ger. s.s. 910, H. Kneiff, 9th Oct., Haiphong 1th Oct., Coal.—S. & S.
Shaohing, Br. s.s. 1,307, F. D. Northcombe, 9th Oct., Shanghai 5th Oct., Gen.—B. & S.

Clearances at the Harbour Office.

Tea, for Manila.
Hokuto Maru, for Iwa.
Haifon, for Shanghai.
Haifon, for Swatow.
Guelenua, or Singapore.
Princess Alice, for Shanghai.
Glenalloch, for Amoy.
Amigo, for Tournay.
Oanfa, for Manila.
Jason, for Shanghai.
Sulberg, for Canton.
Sexta, for Shanghai.
Kowloon, for Saigon.

Departures.

Oct. 9.
Haifon, for Coast Ports.
Strathmore, for Pulo Laut.
Tea, for Manila.
Haifon, for Shanghai.
Macao, for Saigon.
Haifon, for Swatow.

Passengers arrived.

Per Jason, from Singapore—55 Chinese.
Per Nanshan, from Saigon—17 Chinese.
Per Bombay Maru, from Shanghai—Messrs. Ricknell, Chas. Elwood and Kalin.
Per Shaohing, from Shanghai—Mr. and Mrs. Spanpan's Circus and Artists.

Per Zafiro, from Manila—Mr. and Mrs. R. Anderson and child, Mrs. E. Rockenback, Capt. Sagel, Miss J. McCullum, Major-General Tanaka, Messrs. B. H. Gibbs, E. Elzer, Mrs. H. V. Gresham, Mrs. J. J. Chase, Dr. T. R. Marshall, Mr. F. B. Ingerson, Miss Woodward, Miss Leonard, Messrs. W. J. Mozart, R. Ramon, Arcadio Feliciano, Jose Narbano, Rev. and Mrs. G. Johnston, Mr. R. B. Chapman, Miss Ellen Hicks, Bishop J. S. Johnston, Konrad Heissen, Jr., M. D. C. R. Mestri, A. J. Paterson, S. C. Luck, J. S. Lathbury, Miss Nichols, Mrs. Wilford, Mr. and Mrs. Knox, Messrs. Wright, Woodridge, Judge T. Kinney, 2 Filipinos, 1 Englishman, and 8 Chinese.

Per Princess Alice, for Hongkong from Bremen—Messrs. Sigurd Brun, F. Glahn and Rebecca Comer. From Southampton—Messrs. Rebecca Baldwin, F. Baldwin, Miss Henderson, Mrs. Cowie, Messrs. R. Thomas, Gen. Grant, Helen Gordon, Rev. F. P. Joseland, Messrs. E. Joseland, B. Exton, W. H. Evans, Fred. Scott, E. Arnold, F. Proudfoot, T. M. Lellan, E. Hoffmann, M. Ewen and Wm. Stewart. From Genoa—Dr. R. Thurnwald, Prof. Kramer, Messrs. Thorne, G. Huniker, C. W. Hahn, W. Diendi, E. Di Giotti, H. Leemann, M. Penker, E. Allmann, J. Virgeland, G. Thindin, Mrs. Stern, Mrs. Antonin, Messrs. F. Antonin and Maria Gomez. From Naples—Lieut. Larmer, From Colombo—Mr. W. J. Hutchinson. From Penang—Mr. C. K. Fulton. From Singapore—Messrs. C. Pettit and J. Sellar.

Shipping Reports.

Str. Nanshan from Saigon—Moderate to fierce gale (NE.) with mountainous sea.

Str. Shaohing from Shanghai—Strong NE. wind, high sea, cloudy and clear weather.

Str. Mazagon from Bombay—Fine weather, first portion of voyage, last three days strong wind to moderate S.W. gale with high sea.

Str. Jason from Singapore—Had fine weather with W. wind up to Pulo Sapu, and from there experienced strong N.W. winds with high sea and heavy rain squalls.

Str. Zafiro from Manila—Strong NE. squall with high NE. sea, overcast and monsoon in Port, thence to Port N. N. monsoon, and fine cloudy weather with corresponding sea.

Vessels in Port.

AKI MARU, Jap. s.s. 3,995, M. Yagi, 6th Oct., Shanghai 3d Oct., 1 Hour and Gen.—N. Y. K.
Binh Thuan, Fr. s.s. 98, G. Roulet, 3rd Oct., Bangkok 2d Sept., Rice—A. K. & Co.
Bourbon, Fr. s.s. 90, Le Bail, 28th Sept., Saigon 23d Sept., Rice and Gen.—Man Pat.

Capri, Ital. s.s. 2,718, G. Belton, 7th Oct., Bombay 17th Sept., and Singapore 2nd Oct., Gen.—C. & Co.
Childar, Nor. s.s. 1,172, H. V. Nielsen, 1st Oct., Bangkok 24th Sept., Gen.—N. Y. K.

Chunnam, Br. s.s. 1,477, R. Cox, 4th Sept., Samarang 16th Sept., Sugar—J. M. & Co.

Dakota, Am. s.s. 1,305, E. Francke, 6th Oct., Seattle 1st Oct., and Shanghai 1st Oct., Gen.—N. Y. K.

Daphne, Ger. s.s. 1,257, F. Schipper, 8th Oct., Chifon 3d Oct., Gen.—H. A. L.

Elisabeth Rickmers, Ger. s.s. 1,500, W. Rote, 6th Oct., Canton 5th Oct., Gen.—M. & Co.

Ellen Rickmers, Ger. s.s. 2,050, Mierchalla, 30th Sept., New York 31 Aug., and Singapore 20th Sept., Gen.—A. K. & Co.

Emma Luken, Ger. s.s. 1,150, G. Conrad, 16th July, Mauritius 28th June, Sugar, Wing Sing & Co.

Empress of China, Br. s.s. 3,030, R. Archibald, 11th Oct., 23d Sept., Vancouver, B.C., 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. R. Co.

Erioli, Br. s.s. 2,888, Wm. Lockhart, 8th Oct., Amoy 6th Oct., Gen.—D. & Co., Ltd.

Glenfalloch, Br. s.s. 1,443, G. Kinghorn, 6th Oct., Singapore 29th Sept., Gen.—Chin-nese.

Gregory Aparar, Br. s.s. 2,061, F. H. Belton, 27th Sept., Calcutta 13th Sept., via Penang and Singapore 22d Oct., Gen.—D. S. & Co., Ltd.

Hauk, Nor. s.s. 1,248, E. Olsen, 3rd Oct., Moji 26th Sept., Coal—Agnard, Thoresen & Co.

Helene, Ger. s.s. 77, J. Jensen, 6th Oct., Swatow 5th Oct., Gen.—J. & Co.

Hongkong, Fr. s.s. 742, A. Suzoni, 7th Oct., Haiphong and Hinhon 6th Oct., Gen.—A. R. M.

Joshin Maru, Jap. s.s. 702, H. Ohia, 3rd Oct., Tamsui, 30th Sept., Amoy 1st Oct., and Swatow and Gen.—O. S. K.

Kobischke, Ger. s.s. 1,797, C. Rosinsky, 10th Oct., Haiphong 10th Sept., and Hinhon 2d Oct., Gen.—B. & S.

Koun Maru, Jap. s.s. 1,781, Y. Minamikawa, 20th Sept., Moji 10th Sept., Gen.—Mr. Fukusui.

Korea, Am. s.s. 1,651, S. Sandberg, 3rd Oct., San Francisco 4th Sept., and Shanghai 30th, Mails and Gen.—P. M. S. S. Co.

Kowloon, Ger. s.s. 2,376, H. Siehr, 18th Sept., Samarang 10th Sept., Sugar—S. & Co.

Kweiyang, Br. s.s. 1,014, Dowson, 5th Oct., Hefoo 20th Sept., Gen.—B. & S.

Laisang, Br. s.s. 3,460, P. M. B. Lake, 4th Oct., Calcutta 19th Sept., and Singapore 28th Sept., Gen.—J. M. & Co.

Loosk, Ger. s.s. 1,020, G. Schultzen, 28th Sept., Bangkok 16th Sept., Rice.—B. & S.

Madeleine Rickmers, Ger. s.s. 1,020, S. Simonsen, 2d Oct., Bangkok 23d Sept., Rice.—B. & S.

Mission Maru, Jap. s.s. 1,204, Tanane, 5th Oct., Takao 2d Oct., Gen.—Japanese.

Monteagle, Br. s.s. 3,053, S. Robinson, 14th Sept., Vancouver 20th Aug., and Haiphong 11th Sept., Flour, Lead and Gen.—C. P. R. Co.

Nell MacLeod, Am. s.s. 901, E. Corral, 19th June, Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, Am. s.s. 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast—Barretto & Co.

Oanfa, Br. s.s. 5,076, J. Riley, 2nd Oct., Tacoma via Japan Port 5th Sept., Flour and Gen.—B. & S.

Onsang, Br. s.s. 1,787, D. Christie, 2d Oct., Hongray 30th Sept., Coal—J. M. & Co.

Paklat, Ger. s.s. 1,100, H. Demes, 3rd Oct., Bangkok via Swatow 25th Sept., Rice.—B. & S.

Petchaburi, Ger. s.s. 1,373, Gotschewski, 1st Oct., Bangkok and Swatow 10th Sept., Rice and Timber—M. & Co.

Petrarch, Ger. s.s. 1,352, R. Haile, 12th June, Saigon 7th June, Gen.—B. W. & Co.

Powhatan, Br. s.s. 1,640, W. F. Turner, 16th Sept., Samarang 31st Aug., Sugar—D. & Co., Ltd.

Promethee, Nor. s.s. 1,023, O. Kornelissen, 3rd Oct., Bangkok 24th Sept., Rice and Timber—N. Y. K.

Quarta, Ger. s.s. 1,445, H. Maden, 4th Oct., Sourabaya 23d Sept., Sugar and Gen.—S. W. & Co.

Ras Dara, Br. s.s. 2,405, J. McCambridge, 6th Oct., Cardiff 21st Aug., Coal—Admiralty.

Sarsognn, Am. s.s. 428, Viteria, 7th Sept., Manila 4th Sept., Ballast—Order.

Shahjehan, Br. s.s. 1,610, J. H. Scott, 1st Oct., Saigon 26th Sept., Gen.—Wo Fat Sing.

Shinko Maru, Jap. s.s. 1,581, Jacobson, 28th Sept., Christiania and Singapore 17th Sept., Gen.—Order.

Shinshu Maru, Jap. s.s. 2,650, H. Hamasaki, 17th Sept., Moji 11th Sept., Coal—A. K. & Co.

Suevin, Ger. s.s. 4,149, Knaisel, 7th Oct., Shanghai 4th Oct., Gen.—H. A. L.

Taki Maru, Jap. s.s. 2,164, Mateshima, 27th Sept., Kobe and Moji 21st Sept., Coal—A. K. & Co.

Tuscarora, Br. s.s. 3,025, F. S. Hollinshead, 4th Oct., Bombay 19th Sept., Ballast—S. O. Co.

Uniform, Nor. s.s. 2,003, Olsen, 6th Oct., Moji 20th Sept., Coal—M. B. K.

Yeddo Maru, Jap. s.s. 2,974, Koi, 6th Oct., Moji 28th Sept., Coal—M. B. K.

Z. V. de Aldecoa, Am. s.s. 1,260, F. Xandaro Echaz, 15th June, Manila 12th June, Ballast—Barretto & Co.

SAILING VESSELS.

Eclipse, Br. bk. 1,968, J. McBryde, 2d Oct., Canton 1st Oct., Ballast—S. O. Co.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug., Manila 15th Aug., Ballast—A. K. & Co.

S. P. Hitchcock, Am. ship, 2,086, S. L. Zent, 1st Sept., Manila 20th Aug., Ballast—A. K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Oriel	Moji	B. & Co.	Oct. 10
Pera	Singapore	P. & O.	Oct. 11
America Maru	Japan	T. C. J. Ltd.	Oct. 14
Tijapana	Kobe	P. C. J. Ltd.	Oct. 14
Australien	England	M. M. & Co.	Oct. 15
El Kanara	Colombo	M. M. & Co.	Oct. 16
Tartar	Japan	C. P. R. Co.	Oct. 18
Siberia	Japan	C. P. R. Co.	Oct. 20
Emp. of India	Vancouver	C. P. R. Co.	Oct. 21
Willehad	Sydney	P. M. Co.	Oct. 22
Arabia	Portland	P. & A. Co.	Nov. 5

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vigilante " at Kowloon Dock.

Faithan " " "

Monteagle " " "

Fri " " "

Sorsognn " " "

Francisque " " "

Johanne " " "

Charles Hardouin " " "

Chowling " " "

Chinkai Maru " " "

Quinta " " "

H.M.S. Robin " " "

Devawongse " " "

Skud " " "

Uygein " " "

I. F. Chapman " " "

Signal " " "

Hauk " " "

Post Office.

A Mail will close for—

Hinhon and Haiphong—Per Hongkong, 10th Oct., 9 A.M.

Singapore and Colombo—Per Suez, 10th Oct., 10 A.M.

Europe, N. India, via Tuticorin—Per Guelenua, 10th Oct., 11 A.M.

Macao—Per Honan, 10th Oct., 1:15 P.M.

Shanghai—Per Wingang, 10th Oct., 3 P.M.

Macao—Per Honan, 11th Oct., 1:15 P.M.

Singapore, Penang and Calcutta—Per On-sang, 11th Oct., 2 P.M.

Koban and Moji—Per Koun Maru, 11th Oct., 2 P.M.

Taipei, Nagasaki and Vladivostok—Per Daphne, 12th Oct., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 12th Oct., 11 A.M.

Macao—Per Honan, 12th Oct., 1:15 P.M.

Chifon and Newchwang—Per Kueiyang, 12th Oct., 3 P.M.

Manila—Per Yuenang, 12th Oct., 3 P.M.

Manila—Per Zafiro, 13th Oct., 11 A.M.

Singapore, Penang and Bombay—Per Capri, 13th Oct., 11 A.M.

Macao—Per Honan, 13th Oct., 1:15 P.M.

Shanghai—Per Shaohing, 13th Oct., 3 P.M.

Manila, Shanghai, Nagasaki, Kobe, Yokohama and Seattle—Per Dakota, 14th Oct., 11 A.M.

Macao—Per Honan, 15th Oct., 1:15 P.M.

Manila, Singapore, Penang, Sydney and Melbourne—Per Sandakan, 16th Oct., 10 A.M.

Europe, N. India, via Tuticorin—Per Oceanic, 16th Oct., 11 A.M.

Singapore, Penang and Calcutta—Per Laisang, 16th Oct., 2 P.M.

Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria, B.C. and Seattle, Wash.—Per Aki Maru, 16th Oct., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 20th Oct., 10 A.M.

Europe, N. India, via Tuticorin—Per Delhi, 20th Oct., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 25th Oct., 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empress, 27th Oct., 11 A.M.

Europe, N. India, via Tuticorin—Per Tourane, 30th Oct., 11 A.M.

Europe, N. India, via Tuticorin—Per Australia, 13th Nov., 11 A.M.

Mails for Nantam and Suabue are closed every week-day, at 6 P.M.

Mails for Hongkong and Kumbuk are closed every week-day, at 5 P.M.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed:

Pillar Boxes have been placed and will be cleared as under—

Park View—9:25 a.m., 11:25 a.m., 1:25 p.m., 3:25 p.m. on week-days and 9:25 a.m. on Sundays.

Ladder St.—9:35 a.m., 11:35 a.m., 1:35 p.m., 3:35 p.m. on week-days and 9:35 a.m. on Sundays.

Macdonnell Road—8:50 a.m., 10:50 a.m., 1:50 p.m., 2:50 p.m. on week-days and 8:50 a.m. on Sundays.

No. 2 Police Station—8 a.m., 11 a.m., 2 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

CHINA COAST METEOROLOGICAL REGISTER.

October 8th, 1906, a.m.

	Bar.	Th.	Hu.	Wind	Wz.
Vladivostok	7 a.m.	30.05	—	N	10
Nemuro	6 a.m.	29.65	—	N	10
Hakodate	5 a.m.	30.03	—	NW	4
Tokio	5 a.m.	30.02	—	NW	4
Kochi	5 a.m.	30.15	—	SW	4
Nagasaki	5 a.m.	30.19	—	—	0
Kagoshima	5 a.m.	30.15	—	NE	2
Oshima	5 a.m.	30.12	—	NE	2
Shikajima	5 a.m.	30.01	—	NE	4
Choshi	6 a.m.	30.20	14.0	W	0
Wanhai	6 a.m.	30.20	39	W	2
Hankow	6 a.m.	30.20	61	100	E
Kiukiang	6 a.m.	30.15	55	8	0
Shanghai	9 a.m.	30.21	69	52	FE

